



U M O D P C



Unit Movement Officer Roles and Responsibilities

612-202-03

As a new UMO, you will have designated movement planning and execution responsibilities to support your unit during deployment. These responsibilities will require you to coordinate within your unit and with several local commands and staff agencies. At times, you may be required to interface with major Army commands or elements of USTRANSCOM and its Transportation Component Commands. As we learned during a previous lesson, you are a key player in solving the strategic deployment challenge. Your knowledge and execution of UMO duties, understanding of the systems that support you, and your coordination with supporting commands and staff are essential to a successful unit deployment. The UMO is the unit expert for planning and executing deployment. We will discuss the duties and responsibilities of a UMO. We begin by discussing the UMO appointment criteria and UMO responsibilities. We will then look at responsibilities of key deployment-related commands, agencies, and staff the UMO interfaces with to plan and execute deployments. Next, we will discuss unit level movement responsibilities and training requirements. At the end of the lesson, we will cover the various automated information systems (AISs) and automatic identification technologies (AIT) that support the UMO and deploying units.



UMO Appointment Criteria



- Each unit requires a UMO and Alternate UMO
- UMO & alternate appointed in writing by Commander, and must meet following requirements:
 - Officer or noncommissioned officer, E6 & above (alternate can be E-5 or above)
 - At least one year retainability within unit
 - Secret or higher security clearance
 - Must be trained for position

UMODPC

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This slide identifies the criteria for appointing a Unit Movement Officer (UMO) and an alternate UMO. The UMO and alternate are appointed by the Commander, and must meet the following requirements:

- (1) Must be an officer or non-commissioned officer in the grade of E-6 or above. The alternate UMO can be E-5 or above.**
- (2) Should have at least one-year retainability within the unit.**
- (3) Must hold a Secret or higher security clearance.**
- (4) Must be trained for the position.**



UMO Appointment Criteria - Training



- FORSCOM Reg 55-1 and FM 55-65 require UMO training in order to effectively complete assigned tasks
- Training source may be:
 - Service School (preferred)
 - Installation -- training provided/sponsored by Unit Movement Coordinator
 - Unit -- On-the-job training

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FORSCOM Regulation 55-1 and FM 55-65 require UMOs to be trained in order to effectively complete their assigned responsibilities.

Formal training provided by a Service School, such as the resident course provided by the U.S. Army Transportation School, is the preferred method for training UMOs.

The training could also be provided or sponsored by the Installation. The Installation Unit Movement Coordinator will normally provide or coordinate this training.

UMO's can also be trained through on-the job training within their units. This is the least preferred method.



UMO Training Requirements



- UMO training must provide UMO:
 - Knowledge of UMO responsibilities & duties
 - Familiarity with references needed to plan, organize, & execute unit movements by all modes
 - *Hands-on* practical knowledge to ensure unit movement plan tasks are properly performed
- Specific training topics are in FORSCOM/ARNG Reg 55-1, App K

There are a number of movement-related subjects the UMO must be knowledgeable in prior to performing UMO duties.

The primary training requirements are:

(1) Knowledge of the UMO's responsibilities and duties.

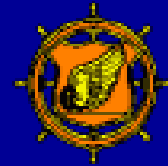
(2) Familiarity with the references needed to plan, organize, and execute unit movements, by all modes. We spoke about some of these references at the beginning of the lesson.

(3) Hands-on practical knowledge in performing movement tasks required for successful execution of the movement plan. This includes knowing correct procedures for palletizing cargo on a 463L pallet, tying down vehicles on a rail car, and securing internal loads in vehicles.

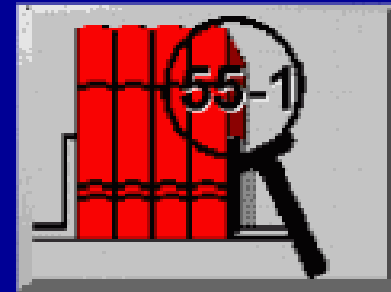
Appendix K to FORSCOM/ARNG Reg 55-1 provides specific topics for UMO training.



UMO Responsibilities



- FORSCOM / ARNG Regulation 55-1 and FM 55-65 provide details on UMO responsibilities
- UMO responsibilities:
 - Prepare & maintain unit movement plans, vehicle load plans & related SOPs





UMO Responsibilities (Cont)



- Review unit movement plans to ensure conformity with directives from higher HQ
 - + Required to comply with FORSCOM/ARNG Reg 55-1 or appropriate MACOM regulation/directive
- Prepare & maintain documentation needed for unit movement, including AUEL reports



UMO Responsibilities (Cont)



- Supervise the preparation & execution of load plans
 - + Includes vehicle, rail & air load plans
 - + Exercise Plan -- Make sure it works!
- Coordinate unit movements with higher headquarters and support activities
 - + For example, BBPCT requirements, convoy support, and railhead support



UMO Responsibilities (Cont)



- Submit Unit Movement Data (UMD) changes & updates IAW FORSCOM/ARNG Reg 55-2
 - + Report annually or as changes occur
- Notify following personnel of any changes in unit's transportation requirements
 - + Intermediate command - UMO for RC units
 - + Installation Unit Movement Coordinator (UMC) for AC units



UMO Responsibilities (Cont)



- Maintain on file approved copies of all unit movement plans (could have several)
- Coordinate and conduct unit movement training



UMO Responsibilities (Cont)



- Ensure availability of unit personnel to certify hazardous material documentation
- + Have one or more people identified & certified for hazardous material documentation
- + Hazardous material certifier should NOT be the UMO



UMO Responsibilities (Cont)



- Test paper load plans
 - + Load out vehicles for convoy
 - + Check reduction requirements for rail, sea, and air movements
- UMO is the unit's subject matter expert for movement



UMO INTERFACES WITH DEPLOYMENT RELATED COMMANDS, ORGANIZATIONS AND STAFF



USTRANSCOM





USTRANSCOM (Cont)



- USTRANSCOM: Provides DoD common user air, land and sea transportation and port management
- Component Commands (TCCs) responsibilities
 - Air Mobility Command (AMC): strategic airlift and aerial port management
 - Military Sealift Command (MSC): strategic sealift
 - Military Traffic Management Command (MTMC): land transportation and seaport management



FORSCOM



- Army Component of Joint Forces Command and a major Army command
- Mission includes: train, mobilize, deploy & sustain combat ready forces to meet worldwide operational commitments.





FORSCOM (Cont)



- Provides policy and guidance for planning and executing unit moves to AC and RC :
 - FORSCOM major troop units
 - National Guard Bureau (NGB)
 - U.S. Army Reserve Command (USARC)
 - Regional Support Command (RSCs)
 - Continental U.S. Armies (CONUSA)
 - State Area Command (STARCs)



FORSCOM (Cont)



- Deployment Related Responsibilities:
 - Coordinates unit movement requirements with installations, USTRANSCOM, OCONUS theater commanders & other JPEC
 - Maintains DA master file of standard Unit Movement Data (UMD) & prescribes reporting procedures
 - Provides guidance & assistance to units in UMD maintenance for deployment and mobilization



US Army Reserve Command (USARC)



- Major subordinate command of FORSCOM
- Commands, controls & supports most Army Reserve units in CONUS
 - Ensures wartime readiness of forces
 - Prepares units to mobilize & deploy to a wartime theater of operations





Regional Support Command (RSC)



- Subordinate units of USARC
- Provides resources and logistical support to USAR units within their region
- Support mobilization and deployment training, planning and operations





RSC Designated Regions





Continental United States Army (CONUSA)



- FORSCOM Subordinate Command
- Organized into two area commands with geographic responsibilities
 - First Army - East of Mississippi River & Minnesota
 - Fifth Army - West of Mississippi River





Continental United States Army (Cont)



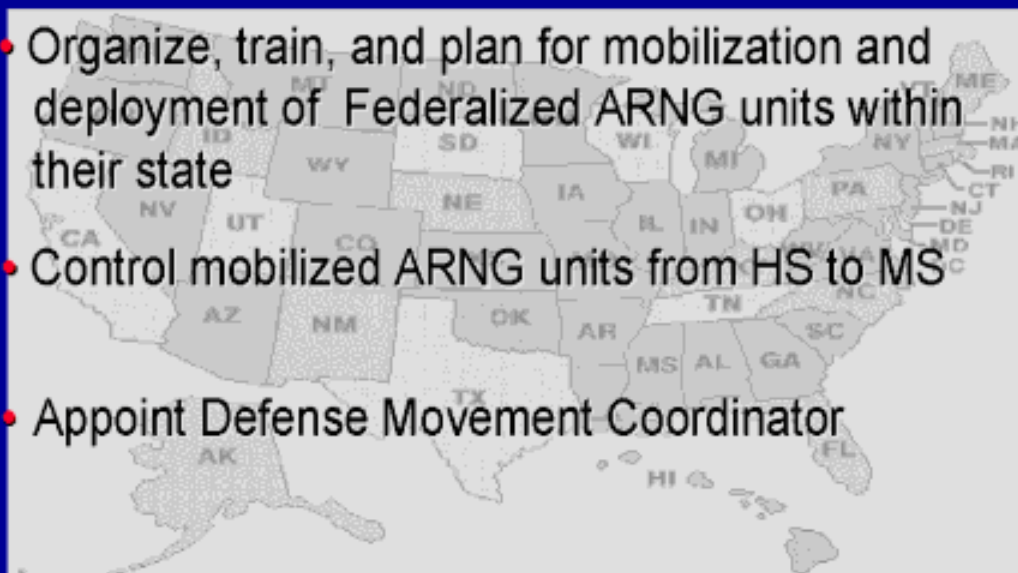
- Movement related responsibilities:
 - FORSCOM Agent for mobilization planning & execution, and for execution of war plan contingency and DoD disaster relief activities
 - Provides RC units & installations guidance in movement plan development
 - Provides liaison at SPOEs to assist port commander, installations and deploying units



State Area Commands (STARC)



- Organize, train, and plan for mobilization and deployment of Federalized ARNG units within their state
- Control mobilized ARNG units from HS to MS
- Appoint Defense Movement Coordinator





STARC Defense Movement Coordinator (DMC)



- Assists ARNG units in movement planning & trains Intermediate Command UMOs
- Processes convoy clearance & special handling permits for AC and RC units
- Operates a State Movement Control Center (SMCC) to manage convoys
- Coordinates state highway movements using Mobilization Movement Control (MOBCON)



Unit Movement Coordinator (UMC)



- UMC is installation staff officer for movements -- usually part of ITO's staff
- UMC is a primary interface for UMO
- Provides valuable movement information & deployment guidance to units
- Reviews and validates UMD for accuracy
- Processes UMD with FORSCOM & appropriate commands



UMC (Cont)



- Advises unit on preparing movement documents
- Coordinates external transportation support
- Assists in identifying & obtaining BBPCT items
- Coordinates unit MHE requirements
- Supports unit movements at railheads & airfields
- Primary POC for special assignment airlift mission (SAAM) and exercise airlift



UMC (Cont)



- Coordinates USAF airlift requests for deploying AC & RC units
- Maintains and manages containers
- Reviews and approves deployment movement plans for AC units annually
- Reviews & coordinates RC mobilization movement and deployment documents
- Conducts annual movement planning workshops for AC UMOs



Deployment Support Brigades (DSBs)



- DSBs are MTMC RC units that support installations for unit deployments
- DSB primary mission:
 - Ensure unit equipment is properly prepared & documented before departing installation
 - Ensure equipment arrives at port IAW movement schedules
- DSBs provide liaison between the port command at POE and the installation UMC



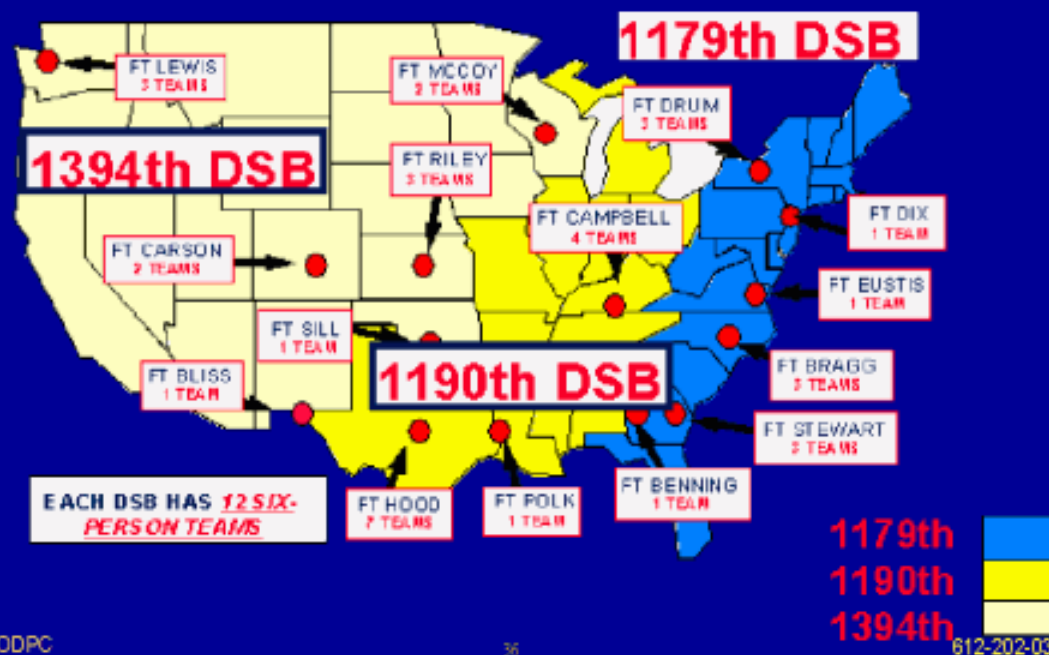
DSBs (Cont)



- DSB assistance to deploying units can include:
 - Preparing movement documentation
 - Providing "hands-on" guidance & training in equipment preparation and tie-down
- DSBs consist of 10 or more Deployment Support Teams (DSTs)
- Each DST consists of 6 or more soldiers



DSBs (Cont)

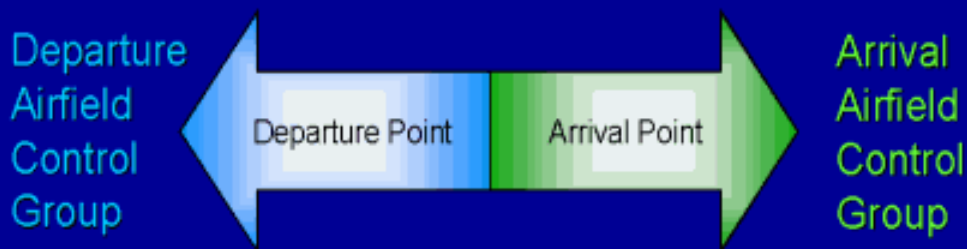




Arrival / Departure Air Field Control Group (A/DACG)



- Coordinates & controls on-loading or off-loading of units for deployment or re-deployment



- Structured to handle personnel, equipment & cargo



A/DACG (Cont)



- Overall responsibility for A/DACG operations normally assigned to installation
- UMO interfaces with A/DACG
 - Joint airlift planning conference (if held)
 - Establishing liaison with A/DACG during marshaling area operations
 - Transfer of unit equipment loads to A/DACG in the Alert Holding Area



Port Support Activity (PSA)



- PSA mission
 - Ensure deploying unit equipment is ready for loading on ships
 - Operate unique equipment to support ship-loading operations
- PSAs augment the port manager
- Normally provided by supporting installation
- Operate primarily in the seaport of embarkation (SPOE) staging areas



PSA (Cont)



- PSA functions may include:
 - Correcting improperly secured loads
 - Providing drivers for all equipment types
 - Providing personnel to assist in loading/offloading trucks, rail cars and vessels
- UMO and Unit interface with PSA occurs during planning, and at port staging area



THE UMO & UNIT LEVEL MOVEMENT RESPONSIBILITIES AND TRAINING REQUIREMENTS



Unit Commander -- Movement Responsibilities



- Overall responsible for unit movement preparation and execution. Responsibilities:
 - Ensure movement plans developed & maintained
 - Appoint trained & qualified movement personnel
 - Ensure SRP procedures are in place and being followed
 - Schedule unit level movement training (convoy ops, rail & air loading, exercises)



Unit Movement Training -- Exercises, EDRE & SEDRE



- Exercises & contingencies that involve movement
 - Test movement plans
 - Exercises key unit movement personnel
 - Identifies unit movement strengths and weaknesses
- Emergency Deployment Readiness Exercise (EDRE) and Sealift EDRE (SEDRE)



Unit Movement Training -- General



- Unit training coordinated/provided by UMO
 - Convoy operations training for vehicle drivers and supervisors
 - Rail and aircraft loading/unloading
 - Vehicle preparation and configuration based on movement mode (air, rail, sea)
 - Other movement specific training based on movement plans



Key Unit Movement Personnel



- Unit Movement Officer
 - Unit's primary POC
 - Subject matter expert for movements
 - Effort is focused on accomplishing movement activities



Key Unit Movement Personnel (Cont)



- Hazardous Cargo Certifying Official
 - Each unit requires at least one person trained to certify hazardous cargo for movement
 - Responsible for certifying shipments of hazardous materiel by all transportation modes
 - Must be appointed in writing by commander
 - Must be trained at DoD approved school



Key Unit Movement Personnel (Cont)



- Hazardous Cargo Handlers, Packers & Vehicle Drivers
 - Must receive HAZMAT familiarization training and specific training based on job (e.g., vehicle driver)
 - Must pass a written test once every 3 years
 - A record of training must be kept on file
 - Driver HAZMAT training recorded on license



Key Unit Movement Personnel (Cont)



- Unit Load Teams
 - Units must have load teams trained in vehicle preparation, aircraft and rail loading, container stuffing, & fuel purging. Specific skills include:
 - + Knowledge of aircraft and railcar tiedown procedures
 - + Palletizing cargo on 463L pallets
 - + Preparing vehicles for shipment (reducing dimensions, weighing and marking)



Key Unit Movement Personnel (Cont)



- Unit Load Teams (Cont')
 - Size of load team based on type/quantity of unit equipment, & time available for loading
 - General guidelines for team size
 - + Rail movement - well trained 5 person team loads and lashes equipment on flatcar in 15 minutes
 - + Air movement - 6 person team efficiently loads and ties-down equipment on aircraft.



Movement Responsibilities -- Unit Sections/Teams



- Administration -- Soldier Readiness Processing (SRP)
- Supply -- preparing requisitions in advance, BBPCT & UBL, updating location addresses
- Maintenance -- pre-deployment & enroute support
- Security -- security of equipment & sensitive items during staging and movement



AUTOMATED
INFORMATION SYSTEM (AIS)
&
AUTOMATIC IDENTIFICATION
TECHNOLOGY (AIT)
SUPPORT FOR DEPLOYMENT



Transportation Coordinator- Automated Command & Control System (TC-ACCIS)



- Information management & data communications system used to plan and execute movements
- Used by installations and movement planners at various levels (company, battalion, movement control organizations)
- Primary system supporting unit level deployment planning and execution





TC-ACCIS (Cont)



- TC-ACCIS terminals located in ITO office & some movement control organizations and DTO offices
- Automates many unit transportation functions
 - Key to UMO & unit: Ability to maintain unit movement data (UMD) and create deployment equipment lists (DEL)
 - ITO uses TC-ACCIS to transmit equipment lists to other movement related systems





TC-ACCIS (Cont)



- Unit related functions & capabilities (Cont)
 - Preparing vehicle load card & vehicle / container load list
 - Preparing convoy march tables & DD Forms 1265 & 1266
 - Preparing BBPCT requirements list
 - Preparing rail load plan & rail load schedules





Computerized Movement Planning & Status System (COMPASS)



- Provides deployment planning systems with Army unit movement requirements
- Describes unit property in transportation terms
- Receives unit movement data from TC-ACCIS
- Provides and updates the deploying unit's movement data in JOPES





Joint Operations Planning & Execution System (JOPES)



- DoD system used by JPEC to conduct joint planning & operations
- Produces OPLANs, OPORDs & associated time phased force deployment data (TPFDD)
 - TPFDD contains unit movement requirements for contingency & major exercise deployments
 - For deployment execution, TPFDD requirements updated in JOPES based on UMO input of DEL into TC-ACCIS.





Global Command & Control System (GCCCS)



- Automated command & control information system
- Supports JCS & CINCs in managing military assets & deployments
- Uses JOPES to support deliberate & crisis deployment planning





Automated Air Load Planning System (AALPS)



- Automated means to produce a balanced air load plan for equipment and passengers on military & civilian reserve air fleet (CRAF)
- Estimates number of aircraft required for large moves





Global Transportation Network (GTN)



- USTRANSCOM system -- Provides in-transit visibility (ITV) over forces and equipment
- WWW based system -- integrates data from other transportation systems
- Provides aircraft schedules & ability to track units, equipment & personnel during deployment
- For password info call DSN 779-1015 or access <https://www.gtn.transcom.mil>





Automatic Identification Technology (AIT)



- Suite of tools that can provide ITV over deploying forces and equipment
- Provides ITV data to AISs such as Worldwide Port System (WPS) and GTN
- Consists of data storage and data capture devices
- AIT currently used to support deployments -- UMO must be familiar with AIT devices and capabilities



AIT Components



- Source data storage devices:
 - Bar codes, RFID tags, SMART cards





- Bar Codes
 - Contains information such as TCN & Item Detail
 - Bar codes embedded in Military Shipping Labels (MSLs)
 - MSLs are attached to all deploying equipment

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AIT Data Storage Devices (Cont)



- Radio Frequency Identification (RFID) Tags
 - Transportation data (item/content identification, TCN) is written to tag using interrogators
 - Tag is then placed on container, vehicle or pallet
 - As vehicle/container moves past interrogators, data is read and passed to AISs
 - Tags can be queried to help locate equipment



AIT Data Storage Devices (Cont)



- Smart Cards
 - Credit card size -- can contain chips, bar codes, magnetic strip for storing data
 - Commonly used to maintain/transport soldier readiness processing data (e.g., name, SSN, shot record, limited medical data)
 - Cards are "swiped" or read as soldiers move through deployment flow



AIT Data Capture Devices



- Scanner, RFID interrogator and SMART card reader



Handheld Bar Code
Scanner and RFID Tag
Interrogator (HHI)



Fixed RFID Tag
Interrogator



Smart Card Reader

- Data transfer to AISs
 - GTN, regional ITV servers